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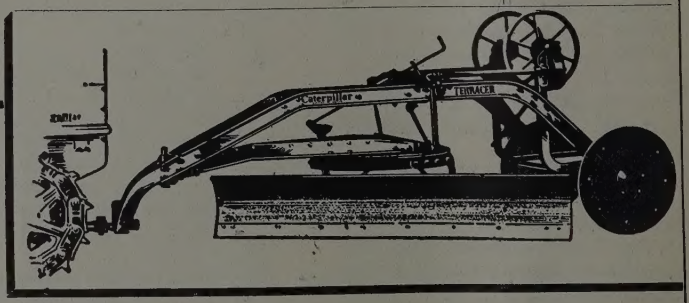

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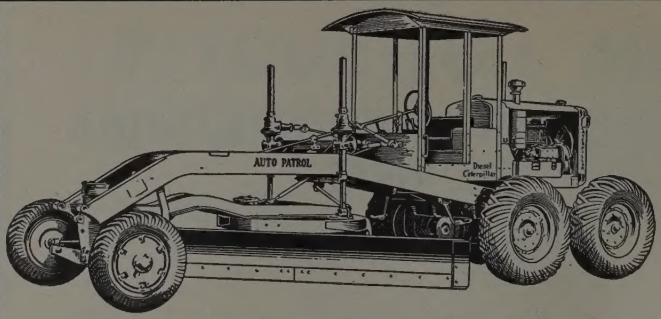

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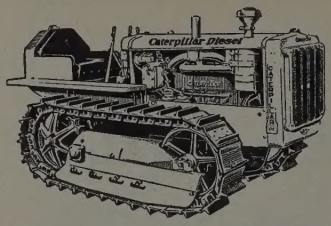

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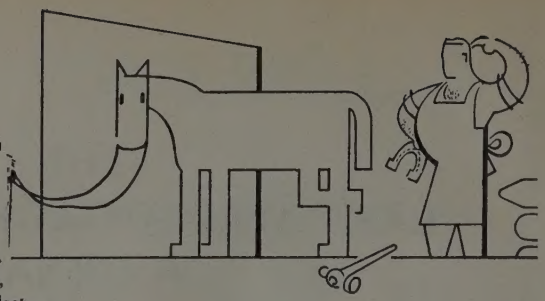
FOR WANT OF A NAIL..



For the want of a nail the shoe was lost,
For the want of a shoe the horse was lost,
For the want of a horse the rider was lost.
For the want of a rider the battle was lost,
For the want of a battle the kingdom was lost—
All for the want of a horseshoe nail.

Big Little Things Mean Better Performance!

- Heat treated and hardened drawbar pin doesn't bend.
- Leak-proof fuel tank of heavy welded copper steel.
- Upholstered seat provides protection and easy chair comfort.
- Cadmium plated drain plugs that don't rust.
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- Full swinging drawbar reduces draft.
- Hand operated clutch for safety and ease.

They All Save Money—Make The Job Easier

- Oil and temperature gauges are standard equipment.
- Heavy duty, accurate thermostat.
- Hour Meter tells when periodic servicing is needed—saves money.
- Comfortable molded grips on control levers.
- Double lubrication oil pump.
- Brass nuts on exhaust manifold.
- "Slip-on" lubrication fittings.
- Even the fuel tank cap is made to filter the air.

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PLAIN FACTS

Type	Total Number of Units Sold	Total Horsepower
D2 Diesel Tractor - - -	44	1,122
D4 „ „ - - -	52	1,820
D6 „ „ - - -	45	1,980
D7 „ „ - - -	35	2,135
D8 „ „ - - -	2	190
No. 11 Diesel Auto Patrol - -	8	1,480
	186	7,727

These totals do not, of course, include "Caterpillar" Kerosene Tractors, of which there are over 600 in East Africa

- **Value of "Caterpillar" Spare Parts in stock in Nairobi: Sh. 338,900**

- **Number of Trained Service Engineers at the service of "Caterpillar" owners:**
  Nairobi—5 - Nakuru—1 - Eldoret—1 - Jinja—1

- **Spare Parts Service Efficiency** (i.e. the percentage of all orders for spare parts immediately supplied from Nairobi stock):
  September, 92.8%; October, 95.83%; November, 92.57%; December, 91.3% (1938)

- **Total Sales during 1938 of "Caterpillar" Tractors, Road Machinery and Spare Parts: 1½ million shillings.**

ABOUT

CATERPILLAR

REG. U. S. PAT. OFF.

IN EAST AFRICA

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NAIROBI and Branches

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Traction in Agricultural Work

The pulling power of a tractor is in direct relation to its pulling area, or grip of the ground. In the case of "Caterpillar" track-type tractors the extent of the pulling area is arrived at by taking the width of the grouser shoes x their height x the number in contact with the ground. This gives the "Caterpillar" D2 Diesel Tractor a pulling area of 405 square inches, and enables it, in soft soil, loose seed beds, mud, sand and so on, effectively to handle heavy loads without appreciable slippage. The vast superiority of tracks is shown in the following figures taken from Research Bulletin No. 189, entitled "Tractive Efficiency in Farm Tractors," issued by the Iowa State College. The tests indicated that the maximum drawbar horsepower available for 25 horsepower tractors, under field conditions and at field speeds, and equipped with (*a*) tracks, (*b*) steel wheels, and (*c*) rubber tyres, were as follows:—

Track-type tractors on sod—5,000 lb; on seed bed—4,500 lb.

Steel-wheeled tractors on sod—4,000 lb; on seed bed—2,500 lb.

Rubber-tyred tractors on sod—3,000 lb.; on seed bed, 2,500 lb.

Ample proof, after severe test, of the efficiency of tracks. In addition to its obviously better grip and consequent ability to convert over 80 per cent of its engine power into drawbar horsepower, the "Caterpillar" tractor's greater area of ground contact in relation to its weight lowers the pressure per square inch on the ground. It is therefore able to tread lightly over loose seed beds, has much less liability to sink into soft ground and less rolling resistance.

To push a loaded wheelbarrow over soft, uneven ground is to expend the maximum amount of energy to obtain a negligible result. The provision of a plank over which to push the wheelbarrow ensures the maximum benefit being derived from the energy expended. The "Caterpillar" track-type tractor rolls on its steel rails just like the wheelbarrow on its plank. It picks up and re-lays these endless steel rails and, like a railway locomotive, its full power is unaffected by changes in ground conditions. "Caterpillar" track-type tractors have thus high tractive efficiency with big pulling power.

Turning ability in the "Caterpillar" track-type tractors is the result of "power steering". Any size of "Caterpillar" is capable of turning on its heel so that it can work all the ground and also get into and out of difficult places. The large, slow-speed, heavy duty clutches—either of which is capable of transmitting the total engine power without slip—give "Caterpillars" their positive, smooth pull on turns. Steering is accomplished simply by disengaging one clutch with its individual control lever, thus transmitting the full engine power to the other track. Each steering clutch drum is provided with a brake. Pressure on one of the brake pedals retards the track on that side, or holds it stationary so that the tractor pivots. The driver of the "Caterpillar" never experiences difficulty owing to the inability of his machine to turn short enough—the "Caterpillar" will take the sharpest corner pulling the heaviest load without loss of power or traction.

Full particulars of the "Caterpillar" range of track-type tractors, together with prices and running costs, will be furnished upon application to Gailey & Roberts, Ltd., Nairobi and branches. (Advt.)